

**WHAT IS CLAIMED IS:**

1           1. A motor vehicle comprising an engine with an engine  
2 block; a clutch with a clutch-actuator device including at least  
3 one element from the group of hydraulic, mechanical and  
4 electronic elements, the clutch actuator device including a  
5 clutch-release device with at least one clutch-release drive  
6 source; a transmission adjacent to the clutch; a transmission  
7 housing surrounding the transmission; a clutch bell housing  
8 surrounding the clutch; a control device; and a carrier element;  
9 wherein the transmission housing is connected to the clutch bell  
10 housing and the latter is, in turn, connected to the engine  
11 block; the control device is operable to control at least the  
12 clutch in an automated mode; at least portions of at least one  
13 of the clutch-actuator device and the control device are  
14 integrated in the carrier element; and said carrier element is  
15 arranged in an intermediate area between the clutch bell housing  
16 and the transmission housing.

1           2. The motor vehicle of claim 1, wherein the clutch-  
2 release drive source is integrated in the carrier element.

1           3. The motor vehicle of claim 1, wherein the clutch  
2 release device is integrated in the carrier element.

1           4. The motor vehicle of claim 1, wherein the clutch  
2 actuator device comprises hydraulic conduits and hydraulic

3 elements and at least part of said hydraulic conduits and  
4 elements are integrated in the carrier element.

1 5. The motor vehicle of claim 4, wherein the hydraulic  
2 elements comprise at least one of a hydraulic valve and a  
3 hydraulic cylinder.

1 6. The motor vehicle of claim 1, wherein the clutch  
2 actuator device comprises electronic components and connections  
3 and at least one of said electronic components and connections  
4 is integrated in the carrier element.

1 7. The motor vehicle of claim 1, wherein the carrier  
2 element functions as a rear wall that closes off the clutch bell  
3 housing towards the transmission.

1 8. The motor vehicle of claim 1, wherein the clutch  
2 bell housing comprises a rear housing wall and the carrier  
3 element is arranged to lie against the rear housing wall.

1 9. The motor vehicle of claim 1, wherein the carrier  
2 element is made as a casting.

1 10. The motor vehicle of claim 9, wherein the casting  
2 is from the group consisting of steel castings, iron castings  
3 and tempered castings.

1           11. The motor vehicle of claim 9, wherein the actuator  
2 device has parts that are integrally molded into the casting.

1           12. The motor vehicle of claim 1, wherein the clutch  
2 bell housing and the transmission housing are made as separate  
3 components and the carrier element forms a connection between  
4 the clutch bell housing and the transmission housing.

1           13. The motor vehicle of claim 1, wherein the clutch  
bell housing and the transmission housing are connected as a  
housing unit and the carrier element is arranged inside said  
housing unit in a transition area between the clutch bell  
housing and the transmission housing.

1           14. The motor vehicle of claim 11, wherein the carrier  
device with the integrally molded-in parts forms an assembly  
unit.

1           15. The motor vehicle of claim 14, wherein the assembly  
2 unit is preassembled.

1           16. The motor vehicle of claim 15, wherein the assembly  
2 unit is tested before being installed.